

INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

This material contains information affecting the National Defense of the United States within the meaning of the Espionage Laws, Title 18, U.S.C. Secs. 793 and 794, the transmission or revelation of which in any manner to an unauthorized person is prohibited by law.

C-O-N-F-I-D-E-N-T-I-A-L

25X1

COUNTRY **Hungary**

REPORT

SUBJECT **Road Data/Bridges**

DATE DISTR.

NO. PAGES **2**DATE OF
INFO.
PLACE &
DATE ACQ

25X1

THIS IS UNEVALUATED INFORMATION

1. A hard surface, all weather road **#924** runs from Od southeast to Kerecsend via Eger and from Kerecsend the hard surface, all weather road **#924** continues in a westerly direction towards Budapest via Kaposna, Gyongyos and Hatvan. Another hard surface, all weather road **#924** runs from Sajo-Kaza southeast to Szilvasvarad. From Sajo-Kaza another hard surface, all weather road **#924** runs south southeast to Miskolc and continues on to Kerecsend via Mezokovesd and Fuzesabony. The same type of hard surface, all weather road **#924** runs from Miskolc northeast to Pano and continues on to Czechoslovakia.
2. All the above roads are constructed for heavy usage and are considered to be first class highways in Hungary. The all weather roads have a good solid foundation and are over two lanes wide. In most of the sections the roads are concrete surface. However, in some sections they are asphalt surface. The roads in the vicinity of Od, Sajo-Kaza, Eger, Szilvasvarad and Miskolc run over both hilly and in some sections over mountainous terrain. However, the curves are shallow and high rates of speed can be attained.
3. A loose surface, all weather road **#909** runs from Felcsaszolca southward to Onod. The road is over one lane in width, has a fairly good solid foundation and is gravel surface. During dry spells and occasionally during winter or rainy weather the road is able to absorb heavy usage.
4. A number of loose surface, dry weather dirt roads **#935** run in the vicinity of Aloszolca, Szirma, Kistokaj and Sajolad. In some sections the dirt roads are classed as either secondary dirt roads or cart tracks. However, the dirt roads and cart tracks are over one lane in width. Occasionally these roads are able to absorb heavy usage. Villagers and farmers maintain the dirt roads.

25X1

C-O-N-F-I-D-E-N-T-I-A-L

STATE	ARMY	NAVY	AIR	FBI	AEC					
-------	------	------	-----	-----	-----	--	--	--	--	--

INFORMATION REPORT INFORMATION REPORT**NOFORN****NO DISSEM ABROAD****LIMITED**

LIMITED: Dissemination limited to full-time employees of CIA, AEC and FBI; and, within State and Defense, to the intelligence components, other offices producing NIS elements, and higher echelons with their immediate supporting staffs. Not to be disseminated to consultants, external projects or reserve personnel on short term active duty (excepting individuals who are normally full-time employees of CIA, AEC, FBI, State or Defense) unless the written permission of the originating office has been obtained through the Assistant Director for Central Reference, CIA.

~~C-O-N-F-I-D-E-N-T-I-A-L~~

~~-2-~~

5. A concrete-steel reinforced bridge is located in the suburb of Sajo-Kana which crosses the Sajo River which flows east and west. The bridge is over two lanes wide and in good condition. It is able to absorb heavy usage.

25X1

~~-end-~~

NOFORN

~~C-O-N-F-I-D-E-N-T-I-A-L~~
NO DISSEM ABROAD

LIMITED

CUFFY W 15



Figure 1 Schematic representation of the experimental design. The figure is divided into two main sections: **Pretest** and **Main Experiment**. The **Pretest** section includes **Pretest 1** (a 2x2 factorial design with **Pretest condition** and **Pretest stimulus** as factors, leading to **Pretest results**) and **Pretest 2** (a 2x2 factorial design with **Pretest condition** and **Pretest stimulus** as factors, leading to **Pretest results**). The **Main Experiment** section includes **Main Experiment 1** (a 2x2 factorial design with **Main condition** and **Main stimulus** as factors, leading to **Main results**) and **Main Experiment 2** (a 2x2 factorial design with **Main condition** and **Main stimulus** as factors, leading to **Main results**). The **Pretest** section also includes a **Pretest design** diagram showing a sequence of events: **Pretest condition** (a box with a checkmark) and **Pretest stimulus** (a box with a checkmark) leading to **Pretest results** (a box with a checkmark). The **Main Experiment** section also includes a **Main design** diagram showing a sequence of events: **Main condition** (a box with a checkmark) and **Main stimulus** (a box with a checkmark) leading to **Main results** (a box with a checkmark).

CONTOUR INTERVAL 25 METERS

HEIGHTS IN METERS

[illegible][illegible]

TRANSVERSE MERCATOR PROJECTION

POPULAIRE NL BENOEMT LINEE INDICATEUR THE 1.000 METER UNIVERSAL TRANSFERRE
INDICATOR BILU 3206 NL INTERNATIONAL OVERDO
LES LIGIERE COIFFURES EN COULEUR CORRESPONDENT AU QUADRILLAGE
KOLLEKTORIEL STE DU PLEIN NL COLLEPONT INTERNATIONAL
DES NUMEROS PLEIN COULEUR FUSION COULEUR COULEUR 1.000 METER
COULEUR JUNE JUNE JUNE COULEUR
LES COULEURS KOLLEKTORIEL COULEUR EN COULEUR 1.000 METER
CORRESPONDENT AU QUADRILLAGE (JUNE COULEUR DE COULEUR)
THE LAST THREE COULEUR OF THE COULEUR NUMBERS ARE COULEUR

FROM MONITORING POINT, JUNCTION FOR THE STREET CROSSING FROM Sth 1st FOR THE CENTER OF THE SECTION
TO Sth 1st CORNER AND THE CENTER OF THE EAST LINE. MEASUREMENT, CHANGE IS 0'00" 00'00"

FROM OBSERVATION POINT, JUNCTION FROM Sth 1st FOR THE CORNER OF THE ROAD TO Sth 1st 1st

Director of the Chief of Engineers, U. S. Army

1. 2008, Military Geographic Institute, no.

Int. Military Geographic Institute, 2814 CK, Budapest, Hungary, 175,000. Carcasses based on British intelligence reports.

Small marginal costs added by AMS, 1.9

INDEX TO ADJUDICATED EPILEPSIES

10 A	10 B	10 C
------	------	------

--	--	--

8-18	9-19	10-20
------	------	-------

8/10	8/10	8/10
------	------	------

[illegible]

KO5

11

14

INE

—

1

1

Abstract

TECHC

KOŠICE, CZECHOSLOVAKIA: HUNGARY